



CABINET – 16TH SEPTEMBER 2016

LTP3 HINCKLEY AREA PROJECT
ZONE 4- PROPOSED TRANSPORT IMPROVEMENTS

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

PART A

Purpose of the Report

1. The purpose of this report is to seek the Cabinet's approval on the development of Local Transport Plan 3 (LTP3) Hinckley Area Project (Zone 4), which consists of further measures to build on and complement Zones 1 to 3. Zone 4 covers Hinckley town centre and the A47 corridor around the town.

Recommendation

2. It is recommended that -
 - a) Approval be given for the undertaking of a consultation and engagement exercise on the proposals outline for phase 1 of the Hinckley Project Area Zone 4 as outlined in Paragraphs 31 – 39 of the report;
 - b) a further report be on the outcome of the Government announcement regarding the next round of Local Growth Funding and the outcome of the consultation and engagement exercise in order to determine how best to progress the Hinckley Area Project Zone 4 transport improvements.

Reason for Recommendations

3. To enable work to continue to develop proposals for Zone 4, including a key stakeholder and public consultation and engagement exercise

Timetable for Decisions (including Scrutiny)

4. Subject to the Cabinet approval of the above recommendations, an engagement and consultation exercise will take place during the winter of 2016. The outcomes of the consultation will be reported to the Environment and Transport Overview and Scrutiny Committee and the Cabinet for consideration in the new year. This will follow on from the anticipated announcement of the next round of Single Local Growth Funding (SLGF) in the Government's 2016 Autumn Statement. The County Council, through the Leicester and Leicestershire Enterprise Partnership (LLEP) submitted a bid for £11.86M.

Policy Framework and Previous Decisions (including Scrutiny)

5. Supporting the economy in South West Leicestershire is a priority of the LLEP's Strategic Economic Plan (SEP), which was considered by the Cabinet in March 2014.
6. The Enabling Growth Action Plan, approved by the Cabinet in March 2015, includes specific actions to support the delivery of critical infrastructure development, including transport connectivity, reducing congestion, and enabling the development of major sites for housing and employment initiatives; in the South West Leicestershire area.
7. The first phase of transport improvements (Zone 1), was approved for implementation by the Cabinet on 17 June 2014, with the second phase (Zone 2) approved on 19 November 2014
8. The third phase of transport improvements (Zone 3), currently being delivered, was approved for implementation by the Cabinet on 10 March 2015.
9. The Environment and Transport Interim Commissioning Strategy Action Plan was approved by the Cabinet on 19 April 2016; it included actions to identify and develop transport proposals for Zone 4.
10. As the proposed transport improvements will have a significant impact on an area affecting more than one electoral division the schemes are being referred to the Cabinet for a decision.

Resource Implications

11. On 7 July 2014, the County Council was successful in its bid, through the LLEP, to the Government's SLGF. The bid approved funding of £5.5m to implement Zones 2 and 3, and to develop proposals for Zone 4 (Zone 1 was funded entirely from Local Transport Plan Capital budgets). Of this £5.5, £3.6m is from the SLGF with the remaining £1.9m being the County Council's matched funding contribution from LTP Capital allocations.
12. Approximately £1.3m of the £5.5m, was allocated for the development of Zone 4, with £300,000 allocated in 16/17 and a further £800,000 in 17/18. To date £200,000 has been spent on detailed feasibility and early design work. As a result a two part package of infrastructure measures, a total of £15.5m has been identified for Zone 4.
13. In March 2016 the County Council submitted a £11.86m funding bid, through the LLEP, to the Government's SLGF towards the further development and implementation of Zone 4 transport improvements. A decision on the success of this bid is expected to be announced during the Government's 2016 Autumn Statement.

14. At this point implementation of Zone 4 works and the further development of proposals beyond 17/18 is dependent on SLGF and developer funding.
15. In line with Community Infrastructure Levy (CIL) Regulations, developer contributions are currently being sought and would contribute to the match funding. This includes a potential £3.2m contribution for capacity improvements identified on the A47, at the junction of the A447 and the approach to the A5 Dodwells Roundabout, from Barwell and Earl Shilton Sustainable Urban Extensions and the West of Hinckley site. Specific contributions are currently still to be agreed and subject to Section 106 condition, and as a result it is difficult at present to forecast when these contributions are likely to be triggered and the funding be made available.
16. The Director of Corporate Resources has been consulted on the contents of this report.

Circulation under the Local Issues Alert Procedure

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PART B

Background

17. Analysis of the County Council's third Local Transport Plan 2011-2026 ([LTP3 evidence base](#)) identified the Hinckley area (Hinckley, Burbage, Barwell and Earl Shilton) as a key area of focus for investment, where the Council needs to stimulate economic growth, minimise congestion levels and reduce carbon emissions.
18. The evidence base, which was taken from various sources including the Census, the Hinckley and Bosworth Borough Council (H&BBC) Core Strategy and the Leicester and Leicestershire Economic Assessment, indicated that the Hinckley priority area:
 - needs to develop further economically and attract even more inward investment,
 - would benefit from wider travel choice (the H&BBC Core Strategy (2009) states that real travel choice in the area by public transport, cycling and walking is limited),
 - experiences transport problems, as a result of congestion on the local road network and incidents on the A5,
 - will be accommodating future growth e.g. through sustainable urban extensions at Barwell and Earl Shilton and significant employment development at MIRA.
19. The Hinckley Area Project aims to support the local economy by tackling congestion and improving access to jobs and education in the wider Hinckley area. The project is divided into 4 geographical zones.
20. Zone 1 (North-west Hinckley) was completed in November 2014 and covers the Coventry Road area of Hinckley. Zone 1 was funded from LTP3 capital monies.
21. Works in Zone 2 (South Hinckley / Burbage and Earl Shilton) started in April 2015 and were substantially complete by November 2015, before the start of the Christmas trading period.
22. Zone 3 (North-east Hinckley and Barwell) works are being delivered this financial year and are expected to be substantially complete by November 2016.
23. Zones 2 and 3 have been funded from LTP3 Capital monies (£1.9m) and additional funding (3.6m) from the Government's Single Local Growth Fund (SLGF).
24. Works for Zones 1 to 3 included pedestrian and cycling infrastructure, traffic calming, lorry weight restrictions and parking and traffic management improvements. To complement these infrastructure proposals, 'softer' measures have also been implemented, such as education and training, and funded from the Government's Local Sustainable Transport Fund (LSTF).

Zone 4 Overview

25. Zone 4 seeks to introduce further measures to build on and complement Zones 1 to 3. It focusses on the town centre and the A47 corridor around the town, and aims to:
 - Address key current traffic problems, particularly along the Rugby Road corridor
 - Off-set future traffic impacts of planned housing, employment and retail growth (including Earl Shilton and Barwell Sustainable Urban Extensions (SUEs); potentially accelerating the delivery of agreed S106 infrastructure.
 - Complement town centre regeneration projects.
 - Improve access to key services (employment, education, health care and food shopping).
26. A detailed feasibility study has been undertaken which considered a range of potential transport measures to meet the project aims. Consultation feedback received over the past two years during Zones 1-3, from the public and key stakeholders including local members, has also feed into the study providing a greater insight into the key transport issues within Zone 4.
27. Based on the feasibility study and feedback to date, an outline transport strategy has been derived for Zone 4. A schematic plan of the proposed measures is provided in **Appendix A** to this report.
28. The total package is estimated to cost £15.5 million. Given current uncertainties about the availability of future funding and to ensure that best use is made of the remainder of the current funds (as per paragraph 13) the overall package has been reviewed to establish an initial series of priority measures, i.e. Phase 1.
29. A second phase package of measures (Phase 2) is likely to cost in the region of £6 million and is still subject to modelling work and early design development before consultation and key stakeholder engagement can be undertaken.

Phase 1

30. Evidence available from the feasibility study has been used to identify the first phase of priority measures, as listed in **Appendix B**. The estimated cost is £9.5 million.
31. This initial first phase package of proposed priority measures includes:
 - a) Capacity improvements at two key junctions in the town on the B590 Rugby Road at the junctions with Hawley Road and Brookside;
 - b) Capacity improvements on the A47, at the junction of the A447 and the approach to the A5 Dodwells Roundabout; to accelerate the delivery of agreed S106 infrastructure at strategic development sites in Hinckley, and at Barwell and Earl Shilton Sustainable Urban Extensions (SUEs);
 - c) Parking and traffic management improvements;
 - d) Improved network signage; including car park electronic Variable Message Signs;
 - e) Further walking and cycling routes/crossings across Hinckley town centre; and
 - f) An extension to the number of 20mph streets/ zones.

Rugby Road / Hawley Road junction

32. Options for improving the junction have been assessed and officers' preferred preliminary scheme is shown at **Appendix D1**. Traffic signal control would be retained, but in order to address traffic congestion issues road widening is proposed in order to increase the number of lanes on junction approaches. The scheme as shown would require land from a supermarket which adjoins the junction. These particular proposals also involve the prohibition of the left turn from Hawley Road (W) to Rugby Road (N).
33. This is a key junction on a route into the town centre from the A5. Based on evidence derived from the feasibility study and from consultation feedback received during Zones 1-3, it is proposed that an emphasis will be placed specifically on accelerating the development of capacity improvement proposals at the Rugby Road / Hawley Road junction to a preconstruction stage (subject to levels of funding available).

Rugby Road / Brookside junction

34. Options for improving the junction have been assessed and officers' preferred preliminary scheme is shown at **Appendix D2**. In order to address traffic congestion issues road widening is proposed on the south side of the junction to provide a two lane exit for southbound traffic on Rugby Road with sufficient space to merge. The proposal also includes a new controlled pedestrian and cycle crossing on Brookside.

Normandy Way A47 / A447 junction

35. Options for improving the junction have been assessed and officers' preferred preliminary scheme is shown at **Appendix D3**. In order to address traffic congestion issues road widening is proposed to increase the number of lanes on junction approaches. The proposal also includes new controlled pedestrian and cycle crossings on the north, south and western arms of the junction.

A47, approach to (A5) Dodwells roundabout

36. Options for addressing traffic congestion issues on the A47 on the approach to the A5 Dodwells roundabout have been assessed and officers' preferred preliminary scheme is shown at **Appendix D4**. Road widening is proposed in order to provide an additional lane on the A47 (from Jacknell Road) for westbound traffic approaching the A5 Dodwells Road roundabout.

Walking and cycling routes and crossings

37. As indicated in **Appendix B**, further walking and cycling routes/crossings, including a pedestrian crossing on Lancaster Road are proposed across Hinckley town centre in order to improve access to and from key destinations in the town and improve connectivity between Zones 1-3, ensuring that the full benefits of a complete network are realised.

20mph zone

38. An extension to the number of 20mph streets/ zones in the town is also included in the first package of proposals for Zone 4, to complement the proposed walking and cycling routes above. This will cover a number of mainly residential roads off the main 'B' Road network, supported by the installation of traffic calming measures and signing. The 20mph zone will reduce vehicle speeds and provide a safer environment for walking and cycling supporting further enhancing the experience of using these modes.

Parking, traffic management and signing improvements

39. **Appendix B** also includes a number of parking, traffic management and signing improvement schemes to:
- address inconsistencies and the suitability of current traffic/parking management controls.
 - address changing demand in parking patterns as a result of development and aspirations of local residents and businesses.
 - provide a coherent strategy of routing vehicles to car parks reducing the unnecessary circulation of traffic around the town

Proposed next steps

40. Subject to the Cabinet's approval it is proposed to undertake a consultation exercise with the public and key stakeholders on Phase 1. The intention of the exercise will be to act as a sense-check and seek views on specific proposals; to help confirm any preference for further development and potential implementation, should funding become available.
41. The consultation exercise will focus primarily on key stakeholder feedback / workshop sessions but be opened up to wider public consultation via a web based consultation feedback page.
42. Notwithstanding the Growth Deal Bid submitted earlier this year the County Council will continue to work closely with Hinckley and Bosworth Borough Council to explore other funding opportunities.
43. Any delivery of Phase 1 measures or future development of further phases will be dependent on securing funding. However, proceeding with early consultations and further design work will ensure that proposals have been fully developed should SLGF funding be awarded and help the authority secure developer (Section 106) contributions to achieve the required matched funding. In the event that the SLGF bid is unsuccessful, it will still be important to continue to develop the proposals within the resources available, to ensure that the authority is best placed for any future bidding opportunities.

Equality and Human Rights Implications

44. The equalities and human rights implications are considered in the Equalities and Human Rights Impact Assessment provided as **Appendix C**. The schemes have been assessed as providing a positive overall impact.

Environmental Impact

45. The proposals form the fourth and final phase of the LTP3 Hinckley Area Project aimed at encouraging sustainable travel. This will help to boost the local economy, reduce congestion and cut carbon emissions.

Background Papers

Third Local Transport Plan (LTP3) (2011-2026)

<http://www.leics.gov.uk/ltp3v1-3.pdf>

Interim Commissioning Strategy (2015-2016)

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4601&Ver=4>

The Hinckley Area Project website

www.leics.gov.uk/hinckley_area_project.

Information on LSTF2

<http://www.public-sector.co.uk/news/article-1415>

Information on the Local Growth Fund Deal

www.llep.org.uk/growthdeal

Appendices

Appendix A – Schematic Plan of proposals for Hinckley Project Area Zone 4

Appendix B – Zone 4 proposed priority measures

Appendix C – Equality and Human Rights Impact Assessment

Appendix D1 – Preliminary design proposals for Rugby Road / Hawley Road / Westfield Road junction

Appendix D2 – Preliminary design proposals for Rugby Road / Brookside junction

Appendix D3 – Preliminary design proposals for Normandy Way A47 / A447 junction

Appendix D4 – Preliminary design proposals for A47, approach to (A5) Dodwells roundabout